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ANACORTES PROGRESS.

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SATURDAY.....OCT. 12, 1899

The votes against ratifying the constitution will probably approximate 5000. The majority for the instrument is enormous, no thanks to the efforts of the partisan press which attempted to defeat it by unwarrantable methods and arguments. The bulk of the voters of both parties had the good sense and independence to laugh at these schemers and seize the opportunity to bring the state into the Union with flying colors.

The returns of the election for members of the legislature are so far complete as to show that the Democrats will cut a very sorry figure in that body. So far as definite returns are in, they elect one representative in Columbia, one in Franklin, one in Pierce, one in Skamania, with a tie in Jefferson and a change in Clallam. Only one Democratic senator is so far known to be elected, Meade, of Pierce.

All of the state officers elect will assume their functions on the Monday following the proclamation of the President of the United States that Washington has adopted a constitution complying with the terms of the enabling act, and is therefore admitted to the Union as one of the states. When this is done Governor Ferry will issue a proclamation convening the legislature, which will meet and elect two United States senators and proceed with its law-making functions. It is entirely possible that the state may be represented in congress at its opening in December with two senators and one representative.

After the returns of the recent election are received at Washington the President will examine the organic law of the new State, and if it is Republican in form and if the provisions of the enabling act have been complied with in its formation, the President will issue a proclamation announcing the result. Thereupon the state of Washington shall be declared admitted into the Union by congress under and by virtue of the enabling act. It shall stand on an equal footing with the original states from and after the date of the issuance of the proclamation. It is believed that President Harrison will issue his proclamation within a month.

The latest railroad news, says the Seattle Journal, possesses the greatest significance for Seattle. It is in effect that the Manitoba has reorganized in such a way that it will have an abundance of money in its treasury and that this satisfactory financial condition will be followed immediately by the adoption of a vigorous aggressive policy in the direction of building operations. It should be borne in mind that there is comparatively a small gap between the western end of the Manitoba's present line and Spokane, and that the route to be followed in the event of building towards that city presents few, if any, engineering difficulties. From Spokane Falls to Seattle is but a short distance, and with the improved financial connections which the Seattle, Lake Shore & Eastern is making it will be only a question of the very near future when the space between the two cities will be crossed by the rails. When this is done, and the disposition of the Manitoba to force operations at once is sufficient guarantee that it will be accomplished in the very near future, Seattle will possess the terminus of the shortest transcontinental line in the country. It is well known that the president and guiding spirit of the Manitoba, J. J. Hill, has the warmest possible feelings for Seattle and should his line be connected with the home line there is every reason to believe that Seattle will receive all the benefit to be derived from it. Every well informed person knows that in order to make either the Manitoba or the Seattle, Lake Shore & Eastern profitable investments they must be carried through to an eastern and

a western connection respectively. With this done there will be no better railroad property in the country and that it will be done is demonstrated most effectually by the news of the financial arrangements which President Hill has just consummated. It will be a grand day for Seattle when the work of construction on the western extension of the Manitoba begins for that will be an absolute assurance of the fulfillment of the bright promises which are now held out to her no less definitely because tacitly.

The probate judge of Pierce county has reached an important conclusion concerning the disposition of the Indian estates on the Puyallup reservation that are now under consideration of the probate court. There are 28 of these estates left by Indians who have shuffled off the mortal coil within the last two or three years. Many of those dead braves were married several times; some according to the territorial laws and some according to the Indian customs. The question at issue is whether the children of the wives married according to the Indian customs only, are legal heirs of the dead Indians. The judge could find no established precedent in this case, and consequently had to use his own judgment in reaching his decision. He thinks the only hope for the illegitimate wives and children will be a special enactment of the legislature making the marriages by Indian custom legal. Some of the estates are valued as high as \$25,000. All of the Indians now get married according to the "white man's style."

Powderly favors an eight-hour working day, but thinks that strikes won't establish it. He believes that in this, as in all other labor controversies, arbitration is the fairest and most effective means of reaching a just settlement. Powderly has a well-earned reputation as a level-headed, common-sense man, and his endorsement of arbitration will meet with very wide approval.

Col. Robert G. Ingersoll and Henry B. Clifford addressed a large meeting in New York city on the evening of September 20, concerning the marvelous growth, agricultural, timber and mineral wealth of the new state of Washington.

Mr. H. C. Ward, one of the most trusted engineers of the Northern Pacific railroad, has completed the survey of the Ellensburg & Northeastern railroad to the Columbia river and is now superintending the construction of the same. He has established a grade of 116 feet to the mile on the worst part of the road—a very common grade on railroads. There had been two previous surveys over this route, viz: one by C. A. White for the Northern Pacific railroad, in 1890; the other by D. D. Clark, in 1898. All of these engineers agree in pronouncing this route entirely practicable. John Shoudy, president of the road, says that it will form a natural link in a great transcontinental line. The citizens of Ellensburg donated \$75,000 to the road, and a \$100,000 in stock has been subscribed by a few wealthy individuals. The distance by this route from Ellensburg to the Columbia river is thirty-six miles, and estimated cost of building and equipping, \$500,000. President Oakes, of the Northern Pacific, has proffered the company a fifty-year's traffic contract on very favorable terms. His company is building its own short line under the name of the Central Washington, through the Big Bend region, and the Ellensburg & Northeastern will form an important link in such transcontinental route. The Midland Pacific route crossing the Columbia river above Priest rapids, the Central Washington, connecting with the Ellensburg & Northeastern at Port Eaton just above the mouth of Orab creek, the Seattle & Lake Shore route, possibly by way of the Wenatchee valley, and the Bellingham Bay & Skagit route, by either Lake Okelan or the Methow river, will give four transcontinental lines to the Pacific spanning the lordly Columbia above Priest rapids. Below Priest rapids the Cascade branch at Pasco forms another line to the Pacific by Ellensburg or via Portland to Astoria, where connection is made with still other transcontinental lines. Then, there is coming another line from Portland up the Columbia via the Okanogan to the Canadian Pacific, which shall connect all these lines, giving shippers the advantage of competition. Last, but not least, we have now the famous steamer City of Ellensburg plying the magnificent Columbia—a world's great waterway—to regulate the rates for Big Benders over all the routes to the world's markets,

LOCAL MARKET.

[Corrected Weekly.]		
Apples, per box.....	\$ 75	@ 1 00
Butter, per lb.....	12 1/2	@ 16
Bacon, per lb.....	3	@ 8 1/2
Beef, by the side.....	3 00	@ 5 50
Chickens, per doz.....	6	@ 10
Carrots, per lb.....	5	@ 20
Dried Fruits, per lb.....	24	@ 20
Eggs, per doz.....	15	@ 16
Flour, best California, bid	5	@ 24
Ground Feed, per ton.....	15	@ 100
Hay, per ton.....	8	@ 8 1/2
Hams, per lb.....	15	@ 16
Mutton, on foot.....	5 1/2	@ 6
Mutton, dressed.....	9	@ 9 1/2
Onions, per lb.....	1	@ 1
Potatoes, per ton.....	5 1/2	@ 6
Pork, on foot.....	9	@ 9 1/2
Pork, dressed.....	1	@ 1
Turnips, per lb.....	4 1/2	@ 8 1/2
Vent, on foot.....	16	@ 18
Vent, dressed.....		
Wool, per lb.....		

B. B. MARTIN,
STAPLE AND FANCY DRY GOODS,
LARGEST AND FINEST STOCK ON THE LOWER SOUND.
LACONNER, WASHINGTON.

THE NEW AND FAST STEAMER FAIRHAVEN

LEAVES SEATTLE FOR
Coupeville, Utsalady, Anacortes, Fairhaven, Bellingham, Sehome, Whatcom and way ports Monday, Wednesday and Friday at 8 p. m.
Returning, leaves Seattle for Tacoma Wednesday, Friday and Sunday at 7:30 a. m.
CAPTAIN HATFIELD, Agent,
E. M. WILSON, Gen'l M'gr, Seattle.
E. L. COWGILL, Agent, Fairhaven.

A LIBERAL OFFER.
The publishers of PROGRESS have just concluded arrangements whereby they are enabled to furnish to subscribers on payment of \$2 a copy of this paper for one year and a new improved and colored map of Puget Sound, acknowledged to be the most accurate yet published, embracing as it does a comprehensive outline of the Mediterranean section common to British Columbia and Washington Territory, and showing all the operated and projected lines of railway, the coal belts, and giving other information of great value. This map was drawn by an experienced civil and mining engineer, and is pronounced by those able to judge to be the best chart of Puget Sound yet issued. No person interested in Puget Sound should be without one of these excellent maps.
Persons who have already subscribed for the paper can secure one of these maps by the payment of 50 cents additional. Remember, the map and PROGRESS for one year for \$2; the paper alone, \$1.50.
Address,
WALSH & MITCHELL,
Anacortes, W. T.
\$5 REWARD.
The above reward will be paid for information that will lead to the arrest of the party or parties who entered the dwelling of the undersigned on Saddlebag island last week and carried off a quantity of provisions and other articles of value.
MRS. ANNE BOWMAN,
Anacortes,

BUSINESS OPPORTUNITIES.

S&W MILL SITE.
A first-class site offers itself for a 50,000 to 100,000 capacity saw mill at Anacortes, including the necessary water; situated on the reserved and improved lands of Anno C. Bowman; in the exact center of Ship Harbor, and in the center of the lands where will be built any town on Ship Harbor larger than a village.
For location and its advantages, conditions, etc., apply at this office.

A SASH, DOOR AND SHINGLE FACTORY
For foreign shipment, employing about fifty hands, is offered a site, well selected for such business, on the Curtis place, at Lamb Creek, Anacortes. Selected with a view to expansion into a still larger house and furniture factory. Water supply. Track and probably station of Seattle & Northern. Apply at this office.

SMELTING WORKS AT ANACORTES.
Capt. Newton's spit, more recently known as Weaverling's spit, has been purchased with special reference to securing favorable grounds and conditions requisite for a smelting works company's location. The selection has been made by a mining engineer familiar with the operations and necessities of such works. A sufficient water supply, deep water shipping point, and railway track connecting north, south and east are united on this property, with room for expansion to any necessary extent. Apply at this office.

"JACK OF ALL TRADES" SHOP.
The old blacksmith and carpenter's shop, wagon and wheelbarrow maker's shop, paint shop, shoe cobblers and tin shop and general tool house, which has subserved so useful a purpose at Anacortes—where tools were always to be had for the hooking of them—had to be dismantled for good and sufficient reasons. But the shop and all the non-portable tools are still there; and the necessity is greater than ever for a "Jack of all Trades" to attend to a varied and urgent business. For a boatman or boat builder of broad gauge, with a family, the place offers a shunce worth taking. It is to let. Apply at this office.

TOURISTS' HOTEL AND SUMMER RESORT FOR THE ISLANDS.
To those who are acquainted with all the beauties and varieties of attraction of the "Archipelago De Haro"—that most of islands extending across the Georgian Gulf, between Vancouver Island and the American mainland, and designated as Washington Sound on the Coast Survey charts—no claim need be made of the immense popularity and success in store for a tourists' hotel and summer resort of "the Islands," picturesquely and conveniently located. Such a hotel and resort already exists in a rudimentary form—two substantial framed buildings together 90x146 feet in dimensions, barring a 60 foot connection not yet constructed—at Rose Point, Anacortes, situated in a beautiful sheltered cove, graced by magnificent maple trees, and fronting over deep water in full sight of Ship Harbor and of Mt. Baker. It awaits only the finishing doors, windows and verandas to transform it, now that the time has arrived, from a warehouse to an "Island Club House," but what is more important, it awaits the right man to come and look at it, to oversee such transformation, and to run the house for all that may be in it. To that end it will perhaps be best for the "right man" aforesaid to buy it outright. The ground is 100 feet front, by 200 feet running back. Any one having capital enough to make the hotel what is needed at this place, can have these buildings and the choicest of sites for the purpose, for \$5000. Apply at this office.

Dissolution of Partnership
Notice is hereby given that the partnership heretofore existing between William Gray and William Sharp at Anacortes, W. T., is this day dissolved by mutual consent. All outstanding bills are payable to Wm. Gray, who will continue the business.
WILLIAM GRAY,
WILLIAM SHARP,
Anacortes, Aug. 10, 1899.

ANACORTES NURSERY.
The Pioneer Nursery at Skagit County.
Offers for sale for the season of 1899-99 a large and complete stock of
All Kinds of Fruit Trees.
Including all the leading varieties of Apples, Pears, Plums, Prunes, Cherries, Peaches and Apricots; also all kinds of Small Fruits and Grape Vines. Send for catalogue and price list. Address
GRAHAM BROS.
Anacortes, Skagit County, Wash.

A. M. WHITE,
Civil Engineer and Surveyor.
—AND—
Deputy County Surveyor.
All work promptly attended to. Platting of Townships a specialty. Blue Prints.
Real Estate and Insurance
NOTARY PUBLIC.
Correspondence solicited.
WHITE'S LANDING, NEAR SHIP HARBOR, FIDALGO ISLAND, ANACORTES P. O.

J. M. MOORE,
—AGENT FOR—
SHIP HARBOR
Towasite Company.
Lots from \$175 to \$400 each.
Timber Land bought and sold.

O. R. & N. CO.
TIME TABLE.
STEAMER GEO. E. STARR,
Through boat from Tacoma, touching at Seattle for Whatcom as follows.
Leaves Tacoma every Sunday, Tuesday and Thursday at 7:30 p. m.; leaves Seattle at 11 p. m.; leaves Whatcom, returning, at 5 p. m. Monday, Wednesday and Saturday at 7 p. m. Starr leaves Sehome and Whatcom for Blaine and Semiahmoo every Friday at 1 p. m.
MAIL STEAMER HASSALO
Leaves Seattle Monday, Wednesday and Friday at 11 p. m. for Whatcom, touching at all landings. Returning leaves Whatcom at 8:30 p. m. Sunday, Tuesday and Thursday.
STEAMSHIP IDAHO.
For Whatcom from Portland every ten days. Will carry freight and passengers at reduced rates. For rates inquire of Agent, in the Purdy building, Whatcom.

W. S. & T. Co's Steamers.
SEATTLE-WHATCOM ROUTE.
BOAT EVERY DAY.
Stmr. Washington,
(Going direct.)
Leaves Seattle at 9:00 p. m. sharp Sundays, Tuesdays and Thursdays, arrives at Whatcom at 10 a. m. next day. Returning leaves Whatcom at 7 p. m. Mondays, Wednesdays and Fridays, arrives at Seattle at 10 a. m. next day.
Str. City of Quincy
(Touching at La Conner.)
Leaves Seattle at 9 p. m. Mondays, Wednesdays and Fridays, arrives at Whatcom at 12 a. m. next day. Returning leaves Whatcom at 7 p. m. Tuesdays and Thursdays; Sundays at 7 a. m.; arrives at Seattle at 10 a. m. next day; Sundays at 7 p. m.
GEO. B. JACOBS, Sec'y.
D. B. JACKSON, President

Anacortes Hotel,
ANACORTES, WASH.
G. K. Hiatt, Prop.
Board and Lodging at reasonable rates. Table supplied with the best in the market at all times.
Price, \$1.25.

J. M. MOORE,
DEALER IN GENERAL
MERCHANDISE
ANACORTES, WASH.

A FULL LINE OF
GROCERIES,
PROVISIONS,
FEED,
DRY GOODS,
BOOTS & SHOES
CLOTHING,
HARDWARE,
TINWARE,
CROCKERY,
DRUGS, PATENT
MEDICINES

AT LOWEST PRICES
Country Produce
Taken in exchange.
—ALSO AGENT FOR—
Northwestern Express Company

MAP
—OF—
Puget - Sound
—AND—
SHIP HARBOR
BEST EVER PUBLISHED.
FOR SALE AT THIS OFFICE